

GRAND FORKS AIR FORCE BASE

MIDAIR COLLISION AVOIDANCE (MACA)



RQ-4 Global Hawk

Maximum Speed

497.1 MPH

Cruise Speed:

404 MPH

Gross weight: 22900 lbs

Wingspan: 116 ft, 2 in

Length: 44 ft, 5 in

Height: 15 ft, 2 in

Color: Grey

GRAND FORKS AFB INFORMATION

(NOT FOR FLIGHT PLANNING)

Elevation: 913 feet MSL

Runway 17/35: 12350 X 150 ft

Airfield Lighting: Rotating Beacon (1 Green, 2 White)

Runway Lighting:

Precision Approach Path Indicator (PAPI)

SFL, Aprch, Rwy

Nav aids: Runway 17, ILS, TACAN

Runway 35, ILS, TACAN

Frequencies: TOWER – 124.9 349.0

ATIS – 274.645

Traffic Pattern: VFR Overhead Pattern 3000' Rectangular 2500'

Trans VFR acft inbound to the overhead pattern proceed to initial at or above 3200'

Contact: Airfield Manager: 701-747-4360

Tower: 701-747-3830

Radar: 701-747-3345

Flight Safety: 701-747-4114

Website: <http://www.grandforks.af.mil/library/maca.asp>

NEAR MID-AIR COLLISION REPORTING

Purpose and Data uses: The primary purpose of the Near Mid-Air Collision (NMAC) Reporting Program is to provide information for use in enhancing the safety and efficiency of the National Aerospace System. The data from these reports is investigated, compiled, and analyzed by the FAA or military safety office which makes safety program recommendations.

Definition: A NMAC is defined as an incident associated with the operation of an aircraft in which a possibility of collision occurs as a result of proximity of less than 500 feet to another aircraft, or a report is received from a pilot or a flight crew member stating that a collision hazard existed between two or more aircraft. If the aircrew was forced to take abrupt evasive action to avoid collision or would have taken evasive action if circumstances had allowed, then it is classified as a NMAC.

Reporting Responsibility: It is the responsibility of the pilot and/or flight crew to determine whether a NMAC actually occurred and, if so, to initiate a NMAC report. Be specific, as ATC will not interpret a casual remark to mean that a NMAC is being reported. The pilot should state, "I wish to report a near mid-air collision." State your call sign, time and place, altitude or flight level, and a description of the other aircraft. Report incidents as soon as possible to the nearest FAA ATC facility or Flight Service Station. Air Force personnel report details on AF Form 651 (HATR) within 24 hours to the nearest Air Force Base safety office.

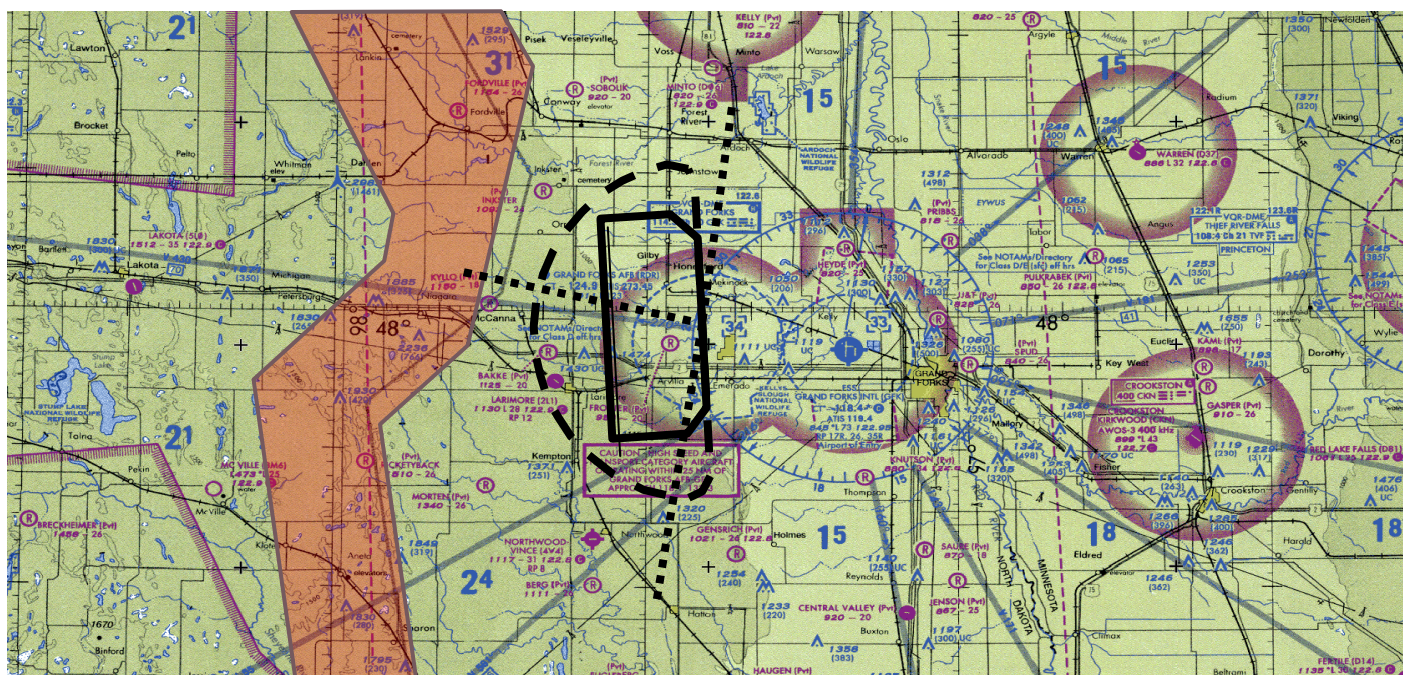
YOUR ROLE IN COLLISION AVOIDANCE

Recent studies of midair collisions by the National Transportation Safety Board (NTSB) determined:

- Most midair collisions occur in VFR during weekend daylight hours.
- The vast majority of accidents occurred at or near uncontrolled airports and at altitudes below 1000 ft.
- Pilots of all experience levels were involved in midair collisions, from first solo ride to 20,000 hour veterans. A flight instructor was on board in 37 percent of the accidents.



MILITARY AIRSPACE



Call Grand Forks Approach

118.1

Grand Forks AFB Legend

- Radar Pattern
- TACAN A Arrival
- VFR Arrivals
- IR-678

The 319th Operations Support Squadron Air Traffic Control facilities operate 24 hours a day, 365 days a year. They provide ATC services to the 319th Air Base Wing, the University of North Dakota (UND) flight training program, and other transient and local aircraft.

Final Thoughts:

Over one-third of near mid-air collisions result when an aircraft flying an instrument approach under IFR in good weather comes within close proximity of an aircraft flying under VFR. In most cases, both the IFR and VFR aircraft were legal, but being legal does not prevent a mid-air collision, good visual scanning and situational awareness does. You can improve your situational awareness by being on the right frequency and listening to all radio transmissions, not just the radio transmissions with your call sign.